



April 26, 2006

Douglas B. MacDonald  
Secretary of Transportation  
State of Washington  
Transportation Building  
PO Box 47300  
Olympia, WA 98504-7316

Dear Secretary MacDonald:

I am writing to clarify the Port of Seattle position concerning SR519, and the current efforts underway to find agreement on a workable Phase 2 solution. We have always believed the original Royal Brougham overpass is the best design. In presenting the Feasibility Study for the new Massachusetts concept, the State Department of Transportation staff has expressed optimism that its newer alternative will provide a workable solution, and that more engineering will resolve specific trouble spots. We hope further analysis demonstrates that the proposed Massachusetts concept can provide the access and throughput necessary to the efficient movement of international cargo.

We endorse further design efforts, including improvements at locations such as Massachusetts/Colorado, the gate at the North SIG Yard and the intersection of 4<sup>th</sup> and Atlantic. However, the Port's support must depend ultimately on the capacity and functionality of the final design to meet freight mobility needs that are so important to the regional and state economies.

Although the SR519 Phase 2 allocation made by the State Legislature will provide a solid base from which to develop a funding package, there is much work to be done to fully cover the significant additional cost of the Massachusetts concept. We anticipate working with the stakeholder group to assist in finding alternate funding. Because our financial commitment to the original Phase 2, along with other funds, would have completed the original couplet, the Port does not plan to contribute further funding to the newly-defined project.

The Port anticipates long-term increases in the volume of international trade moving through the Duwamish. We need transportation and land use solutions that provide for the needs of our business partners, shippers, truckers, railroads, and terminal operators. Thank you for your efforts to resolve SR519 and for your interest in maintaining the Northwest's role as one of the country's most important trade corridors.

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Mr. Douglas B. MacDonald  
Page 2 of 2  
April 26, 2006

Sincerely,

A handwritten signature in black ink, appearing to read "M.R. Dinsmore". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

M. R. Dinsmore  
Chief Executive Officer

cc: Port Commissioners, Port of Seattle  
Mayor Greg Nickels, City of Seattle  
David Dye, Washington State Department of Transportation  
Grace Crunican, Seattle Department of Transportation  
Charlie Sheldon, Director, Seaport Division  
John Okamoto, Chief Administrative Officer